

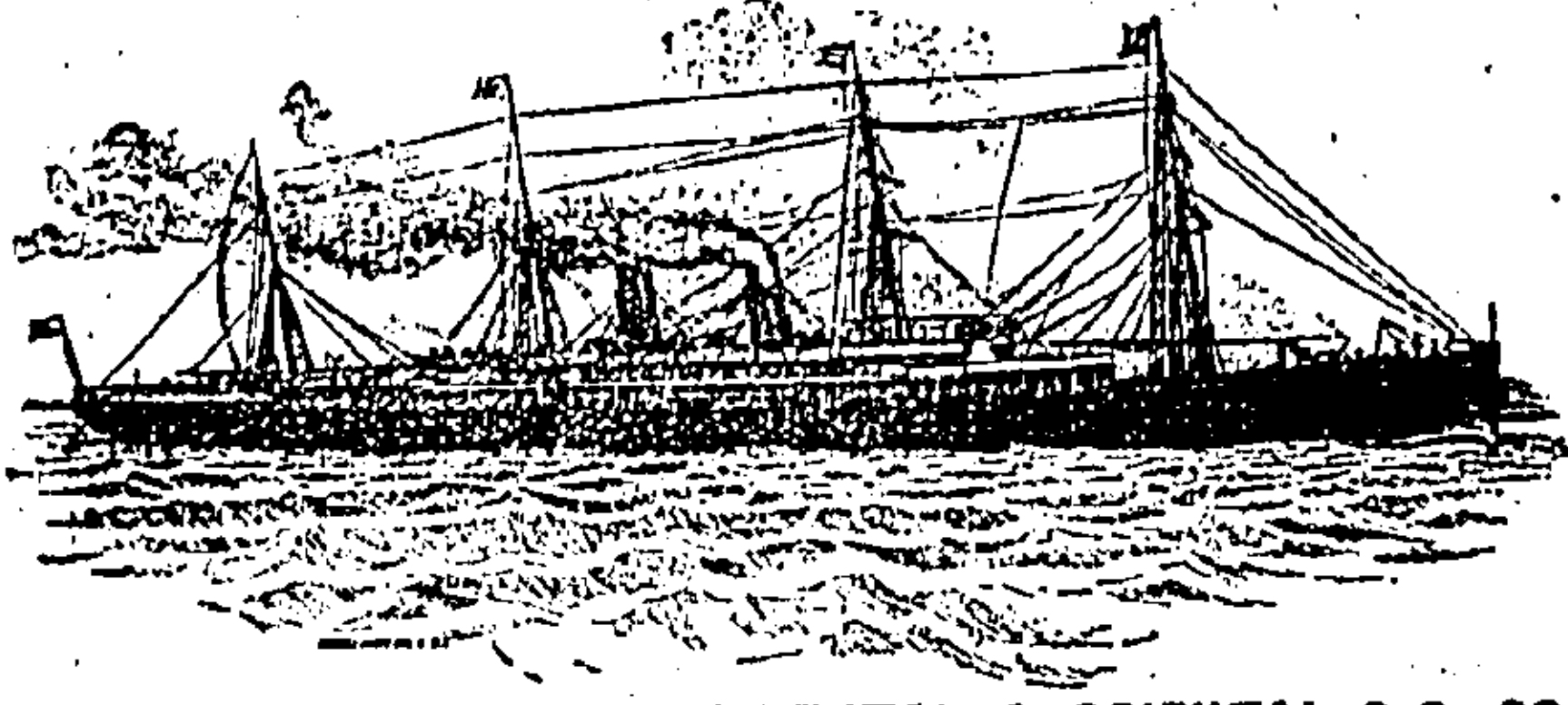
(ESTABLISHED 1881.)

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Intimations.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	FRIDAY, 22nd May, at Noon.
"HONGKONG MARU"	SATURDAY, 30th May, at Noon.
"CITY OF PEKING"	SATURDAY, 6th June, at Noon.
"DORIC"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"SIBERIA"	THURSDAY, 7th July, at Noon.
"OCEANIC"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KORRA"	

Record Trip Yokohama to San Francisco made by s.s. "KORRA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 13th May, 1903.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN"	3,882 Tons.....	WEDNESDAY, 27th May.
"EMPRESS OF CHINA"	6,000 ".....	WEDNESDAY, 3rd June.
"EMPRESS OF INDIA"	6,000 ".....	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN"	6,000 ".....	WEDNESDAY, 15th July.
"TARTAR"	4,425 ".....	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 ".....	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 ".....	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 ".....	WEDNESDAY, 26th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAXONIA	HAVRE and HAMBURG.	14th May.
Seiner	(Calling at SINGAPORE and PENANG.)	Freight.
SEGOVIA	HAVRE, BREMEN and HAMBURG.	2nd June.
Seiner	(Calling at SINGAPORE and COLOMBO.)	Freight.
STRASSBURG	HAVRE and HAMBURG.	16th June.
Seiner	(Calling at SINGAPORE and PENANG.)	Freight and Passengers.
SUEVIA	HAVRE and HAMBURG.	30th June.
Seiner	(Calling at SINGAPORE and COLOMBO.)	Freight.
NURNBERG	HAVRE and HAMBURG.	14th July.
Seiner	(Calling at SINGAPORE and PENANG.)	Freight.
NUBIAN	NEW YORK VIA PORTS.	31st May.
Seiner		Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Building.

Hongkong, 1st May, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.....	Captain H. D. Jones.
"POWAN"	2,338 ".....	G. F. Morrison, R.N.R.
"FATSHAN"	2,280 ".....	A. N. D'Amor.
"HANKOW"	3,073 ".....	C. V. Lloyd.
"KINSHAW"	2,868 ".....	J. J. Lousis.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....1,998 tons.....Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....2,19 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING".....569 tons.....Captain R. D. Thomas.

"SAINAM".....588 ".....B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 9th May, 1903.

Intimations.

JUST RECEIVED SHIPMENT

H. J. HEINZ & CO'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER.

UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES

HEINZ'S APPLE BUTTER

HEINZ'S BAKED BEANS

cannot be surpassed.

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA

(Wholesale dealers only).

Hongkong, 4th May, 1903.

FREE

BOOK

ON

NERVE

WEAKNESS.

"Health in Nature," Dr. Sanden's valuable treatise on Self-Treatment with Electricity, (without Drugs) sent free to weak men and those suffering from: Nerve and Brain Exhaustion, Sluggish Organs, Indigestion, Constipation, Urinary Weakness, Pain in the Back, Insomnia, Rheumatism, etc. More than 1,000,000 copies sent upon request throughout the world.

Tells all about "Herculex," Dr. Sanden's latest invention for Self-Treatment with Electricity for above ailments; is simple, convenient harmless. Worn about the waist nights, it induces natural, healthy action of the nervous system and organs in general, overcoming results of overwork, indiscretion and excess; does it during period of rest, thus conforming with natural law, and without compromising one part in order to stimulate another. Its influence is gradual and without injurious re-action. Invigorates nerve and genital centres, awakens dormant nerves and strengthens relaxed muscles. Not a "cure-all," but a natural self-treatment within logical limits.

With ordinary care will last one year; nothing about it to rust from the damp. If you are weak or otherwise ailing, send for "Health in Nature;" it is free and will interest you, as it has thousands of others. Sent in sealed envelope upon request. Address, mentioning this Paper.

SANDEN ELECTRIC CO., Dept. J.

No. 51, Main Street,

Yokohama, Japan.

All orders from Hongkong and vicinity sent free, post paid, via Parcel Post.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

954c] KRUSE & Co.,

CONNAUGHT HOUSE.

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR

Indigestion, Dyspepsia, Flatulency and

Acidity of the Stomach.

VICTORIA DISPENSARY,

120, Teluk, Gravelbank & Co., Ltd.

954d]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glass-s.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN,

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.
Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel.

[6c]



NOTICE.

IT is proposed to hold a MEETING of PROPERTY OWNERS in the SANITARY BOARD ROOM, on MONDAY, May 18th, at 3 P.M., for the purpose of considering Sections 46 and 154 of Ordinance 1 of 1903.

By Order,
G. A. WOODCOCK,
Secretary.

Sanitary Board Room,
Hongkong, 9th May, 1903.

[572c]

THE "STAR" FERRY COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, CONNAUGHT ROAD, at NOON, on WEDNESDAY, the 20th May, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 20th May, both Days inclusive.

R. J. MACGOWAN,
Acting Secretary.

Hongkong, 9th May, 1903.

[568c]

CHINESE AMERICAN COMMERCIAL

司公美華

IMPORTERS, EXPORTERS AND

MANUFACTURERS.

THE COMPANY'S OFFICES are established

at Nos. 20 and 21, CONNAUGHT

ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903.

[543c]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAILMER'S PATENT MOTOR

LAUNCHES, &c.

&c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1903.

[579c]

MEE CHUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

[579c]

[579c]

[579c]

GERMAN FIRMS IN CHINA.

The U. S. Consul-General at Coburg sends the following particulars to his Government taken from a statement issued by the German Department of the Interior. The following is from the *Journal of the American Asiatic Association*:

During the last four years, the German commerce and capital engaged in China have increased to quite an extraordinary extent. This is particularly noticeable in Shanghai, the emporium of Eastern Asiatic commerce. The number of German firms there has risen from forty-three to sixty-eight. The one German bank in China (German-Asiatic Bank) has raised its paid-up capital (Aktienkapital) from Tls 3,750,000 (\$1,248,750) to its charter limit of Tls 5,000,000 (\$2,665,000). In consequence of arms into China has been prohibited, so that this remunerative branch of trade, which was to a great extent in the hands of German houses has ceased almost entirely; otherwise, German capital and business enterprise are still interested in the same lines as in 1898.

With regard to the trade in Peking (which is not open to foreign commerce) there are two German concerns which do a retail trade, their principal lines being articles for daily use and provisions for the foreigners in that city. A German is also interested in a private telephone line between Peking and Tientsin. A German post office exists at Peking, and an agency of the German-Asiatic Bank will be opened there in the near future.

The following shows the number and importance of German firms in the various treaty ports, German shipping, etc.:

"Amoy has a German post office. There are two firms, with a capital of about 300,000 marks (\$71,400), engaged in industrial enterprises.

"Canton has a German post office. There are twelve firms which do 50 per cent—i.e., about 40,000,000 marks (\$9,520,000)—of the total import trade of that port, and 75 per cent—i.e., about 60,000,000 to 70,000,000 marks (\$12,800,000 to \$16,650,000)—of the export trade. Thirty German coasters and six German river boats make their headquarters at this city; in the city and its neighbourhood four different German missionary societies have erected main and subordinate stations, with a total force of forty-one missionaries.

"There is in Foochow one German firm with ample capital, the greater portion of which is invested in the tea trade. German capital is also interested in a factory where duck feathers are cleaned, and in a large company. The German marine service along the coast is irregular; in 1901, two German coasters and nine imperial mail steamers called at this port. "Hankow has a German post office and telephone system. There are nine German firms and an agency of the German-Asiatic Bank. The capital engaged in business amounts to about 6,500,000 marks (\$1,547,000). The German share of the export trade amounts to about 120,000,000 marks (\$2,816,000), and of the import trade to about 3,000,000 to 4,000,000 marks (\$714,000 to \$952,000). Four million marks (\$952,000) are invested in the coal mines at Pinghsing and 100,000 marks (\$23,800) in aluminous manufactures. Five German steamers ply between Hankow and Shanghai, one steamer between Hankow and Ichang, and one between Hankow and Swatow.

"Shanghai has a German post office. There are sixty-eight German-Asiatic Bank, the yearly turnover amounting to 120,000,000 marks (\$28,160,000), which is about 22 per cent of the total trade of this port. Two German limited companies, controlling a capital of about 2,000,000 marks (\$476,000) are engaged in silk and cotton weaving. German capital participates in four cotton spinning mills, with a total investment of 9,900,000 marks (2,316,200); also in six silk thread manufacturing; in three dockyards; in a flour mill with a total capital of 6,900,000 marks (\$1,642,200); and in gas works with a paid-up capital of 9,700,000 marks (\$2,242,000), one-fifth of which belongs to Germans.

"German money is also invested in the Hongkong and Shanghai Banking Corporation, the Shanghai Land Investment Company, the Shanghai Tugboat Company, the Shanghai Cargo Boat Company and the Hongkong Wharf Company to a total of about \$1,420,000 marks (\$319,790). Twenty-five German steamers do a large carrying trade along the coast. Nine imperial mail steamers, seven steamers of the North-German Lloyd, seventeen boats of the Hamburg-American Line and six other German steamers called in 1901 at this important port. Fourteen missionaries are active in Chikiang and Kwangsi.

"Swatow has two German firms with considerable means, about \$24,000 of which are invested in a factory producing Sumatra oil. Two German steamers ply between Hongkong, Swatow and Del, and one between Swatow and Hangkow. Eighteen steamers of the North German Lloyd's Orient Line, on their journey to Bangkok and Singapore, and 132 other German steamers called at this port in 1901. There are sixteen missionaries.

"Tientsin has a German post office. There are twenty-nine German firms and the German-Asiatic Bank. The total capital invested in business enterprise amounts to about 19,000,000 marks (\$4,322,000). Germany's share of the total import business is 60 per cent and of the export 45 per cent. The German capital invested in the Kaiping mines amounts to about 810,000 marks (\$192,780). Four German steamers, three of which belong to the Hamburg-American Line, maintain a regular coasting service between Shanghai, Tientsin, Chefoo, and Tientsin. In all, 123 steamers sailing under the German flag have called at this port. Forty-six missionaries are stationed here.

For Sale.

FOR SALE.

A COPY of the "ENCYCLOPEDIA BRITANNICA" (The "Times" reprint), in 25 large quarto volumes: half Morocco binding; complete with Bookcase. Perfectly new and in A 1 condition.

The Standard Work of Reference in the English Language.

An Adornment to any Library. Apply to

LIBRARY, C/o Hongkong Telegraph Office, Hongkong, 6th May, 1903. [5506]

Consignees.

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"STRASSBURG," Captain Madsen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 7th May, 1903. [5646]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENTSIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th instant, at 3 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 7th May, 1903. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"VALETTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Roma.
From Calcutta, ex S.S. Parramatta.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 15th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 8th May, 1903. [4]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"KOREA," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 18th instant will be subject to rent.

All Claims must be sent in to me on or before the 28th instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN, Agent, Hongkong, 11th May, 1903. [1]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC" are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 19th instant will be subject to rent.

All Claims must be sent in to me on or before the 22nd instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN, Agent, Hongkong, 11th May, 1903. [1]

Auctions.

PUBLIC AUCTION.

AN AUCTION will be held at CHEFOO, on FRIDAY, the 15th day of May, at NOON, of the S.S. "VICTORIA," as she lies on BAMBOO ISLAND, GULF OF PECHILI. For particulars, apply to CURTIS BROS., Chefoo, 4th May, 1903. [5506]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 18th day of May, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 21 Years:

PARTICULARS OF THE LOT.

No. of Sale.	LOCALITY.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1.	Adjoining Island Lot No. 1329, Condon Road.	ft. ft. ft. ft.	25 95 55 145	3,000	5
					150

Hongkong, 9th May, 1903. [5696]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 9th May, 1903. [25]

Masonic.

PERSEVERANCE LODGE OF

HONGKONG, No. 1, 165.

A REGULAR MEETING of the above LODGE will be held at the FREE-MASONS' HALL, Zeland Street, on SATURDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 12th May, 1903. [5756]

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG

李廣龍

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE

at No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. writes as follows:—"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd. ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED. Hongkong, 20th December, 1902. [14000]

WAI YUNG

PHOTOGRAPHER,

No. 1, D'AGUIAR STREET, HONGKONG.

HIGH CLASS PORTRAITS IN ALL

STYLES, ENLARGEMENTS.

VIEWS ALWAYS ON HAND

TERMS MODERATE. Hongkong, 19th December, 1902. [13930]

LEE LOONG.

DEALER IN

Furniture, Blackwood, Plated Glass,

Crockery Ware, Brass and Iron

Bedsteads and Rattan Sofas

for whole sale.

JUST ARRIVED.

No. 1, 3, D'AGUIAR STREET, Behind Hongkong Dispensary.

Hongkong, 1st May, 1902. [4064]

KANANGA

OF JAPAN

(REGISTERED)

RIGAUD and Co.

PARIS

Kananga Water

the most delightful

Tollu Water. It renders the skin firm, relieves

mosquito bites, and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery

RIGAUD'S KANANGA EXTRACT

RIGAUD'S WHITE ROSE

RIGAUD'S MELATI EXTRACT

RIGAUD'S YLANG-YLANG EXTRACT

RIGAUD'S BANTAM EXTRACT

RIGAUD'S JASMINE EXTRACT

RIGAUD'S STANGE EXTRACT

RIGAUD'S STANGE EXTRACT

RIGAUD'S STANGE EXTRACT

RIGAUD'S STANGE EXTRACT

RIGAUD'S STANGE EXTRACT

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS.

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M. INST. C.E.,

Manager.

Hongkong, 2nd April, 1903. [20]

THE

ROBINSON

PIANO

Co., LTD.

BARGAINS

IN PIANOS

RETURNED FROM HIRE

AND THE PROPERTY OF

GENTLEMEN

LEAVING THE COLONY.

WERNER \$450

BORD 285

SCHIEDMEYER 250

NEEDHAM 380

DORNER 375

R. P. CO., LTD. 350

R. P. CO., LTD. 300

CHAPPELL 225

RONISCH 400

H. & MULLER (SEMI-GRAND) 350

RACHALS 700

and

SEVERAL OTHERS

all made for the Climate with full Iron

Frames and in Good Order.

CASH or MONTHLY

PAYMENTS.

Hongkong, 1st May, 1903. [4516]

Mails.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES.

BOMBAY MARU MOJI, KOBE and YOKOHAMA THURSDAY, 14th May, at Daylight.

WAKASA MARU MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID SATURDAY, 16th May, at Daylight.

IYO MARU VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA TUESDAY, 19th May, at 4 P.M.

KUMANO MARU NAGASAKI, KOBE and YOKOHAMA WEDNESDAY, 20th May, at Noon.

KASUGA MARU SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE WEDNESDAY, 20th May, at 4 P.M.

BINGO MARU KOBE and YOKOHAMA FRIDAY, 22nd May, at Daylight.

IDZUMI MARU KOBE FRIDAY, 22nd May, at Noon.

KANAGAWA MARU MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID SATURDAY, 30th May, at Daylight.

AKI MARU VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA TUESDAY, 2nd June, at 4 P.M.

KAGOSHIMA MARU BOMBAY, VIA SINGAPORE and COLOMBO TUESDAY, 2nd June, at Noon.

Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 13th May, 1903.

Intimations.



A. S. WATSON & CO., LIMITED.

AERATED WATER MANUFACTURERS.

BREWED GINGER BEER IN STONE BOTTLES.

The Ginger Beer we supply is prepared in our well-known factories from the freshest and best ingredients, and holds the unique position of being THE ONLY GINGER BEER IN THE COLONY THAT IS REALLY BREWED.

Of the highest standard of excellence and purity, our Ginger Beer forms a most refreshing and health-giving beverage.

PRICE IN STONE BOTTLES.—

Per dozen.....\$1.75

One dollar per dozen is allowed for the bottles when received back at our Factories in good condition.

A. S. WATSON & Co., LIMITED.

BREWERS OF GINGER BEER AND AERATED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 115. CABLE ADDRESS: "ACHEE," HONGKONG. A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO., 祥利廣 17A, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE.

ELECTRO-PLATED, GLASS, and CHINA WARES. PASTEUR'S MICROBE-PROOF FILTERS, ROCHESTER LAMPS, WHITE TURKISH TOWELS, COUNTERPANES, COOKING RANGES, KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING AND PRINTING UNDERTAKEN FOR AMATEURS. GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902.

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong. A. B. C. Code, 4th Edition. A. 1 Code. Lieber's Standard Code. TELEPHONE, 412.

Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$10 per annum. WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue of any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 13, 1903.

THE WATER SUPPLY.

Apart from the fact that the heavy rains which are passing over the Colony to-day is cooling the atmosphere to a slight degree and giving the drains a good scouring, the water supply is being increased and, in that alone, Hongkong has reason for gratification. It was a year ago to-day, a few hours after the Volunteer-Contingent had left for England to attend the Coronation festivities, that a sharp downpour of rain marked the commencement of the break-up of a long drought. Then there were only 9,179,000 gallons of water in store so that everyone was, on short rations and acute distress was noticeable among the lower classes of the native community. The rains of the past season, if not continuous, have been particularly heavy, and the water in the Tytam, Pokfulam, and Wongneicheong reservoirs has continued to rise until there are upwards of 118,150,000 gallons now in store. And although this is a good many feet below overflow the Water Authority issued a notice last week that on and after the 7th inst. a full supply of water would be turned on in the public mains. From the return published in our columns on Monday, we notice that on the 1st May the water in the Tytam Reservoir was 45 feet 9 inches below overflow, as compared with 86 feet 11 inches at the same time last year, while at Pokfulam the level of the water was thirteen feet higher than at this time last year. At Wongneicheong it stood at 28 feet 9 inches below overflow, or 14 feet 4 inches higher as compared with the first four months of 1902. But it is a matter for further congratulation on the part of those who lot it was to weather the opening months of last year in the then parched Colony of Hongkong when the figures of the storage gallons are taken into consideration. On the 1st May 1904, 120,000 gallons of water were in store at Pokfulam as compared with only 8,920,000 the same time last year, and whereas Pokfulam had been emptied of all reserve by this time in 1902 there were 9,400,000 gallons in store when the Water Authority took the figures comprised in the return under review. At Wongneicheong there are now upwards of 4,634,000 gallons in reserve, or 4,105,000 more than at this time last year. With regard to the consumption of water in the City and hill districts, some idea of the straits to which the inhabitants were put in 1902 may be gathered from the fact that during the first months of that year 30,156,000 gallons was consumed among an estimated population of 213,500, or, say 47 gallons per head, per day, which, notwithstanding the fact that the full pressure had not been turned on in the public mains at the last returns, is very considerably below the figures for the same period this year when the consumption was 67,960,000 gallons among a population estimated at 218,400, which works out at 10.4 gallons per head. But we have also to consider that during the month of April last year there were large quantities of water being brought over from the mainland and distributed in the city so that the consumption per head per day was 6.28 gallons. Let us hope that with the completion of the water works on the Island and the mainland we may never again be reduced to such a shortage in our supply as we had to record this time last year. As we have just remarked, there is every reason for gratification as with good prospects of a full supply of water for the ensuing summer months, at the same time we get a thorough cleansing of the city. The collections of refuse matter in out of the way corners have most probably been well watered, if not swept away, while pools of stagnant water in the nullahs and on vacant lots in the residential sections of the town have been cleaned and the haunts of the lurking mosquito severely attacked.

LOCAL AND GENERAL.

In the Association Cup final, Bury beat Derby, six goals to nil.

Watch C. E. LeMunyon's announcement in this paper.—Advt.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

In the Association Cup final, Bury beat Derby, six goals to nil.

Keep your eyes open for C. E. LeMunyon's locals.—Advt.

A CHINAMAN arrested at Singapore for selling Macao lottery tickets was convicted and fined \$250 or in default three months. The fine was not paid.

A MAGISTERIAL inquiry will be opened on Thursday, 21st inst., in connection with the recent suicide of a woman at one of the Police cells, while awaiting trial.

A NATIVE paper thinks that the Chinese community in Shanghai should pay more attention to the situation in Manchuria and Kwangsi than to the races of that port.

THE son of the King of Siam who is a midshipman on the *Immaculate* was presented to the King at Malta. His Majesty conversed with the Prince for some time.

In order to witness the actual condition of the alleged Russian evacuation Lt. Colonel Ducat, the British Military Attaché, was to leave Peking on the 2nd inst. for Newchwang.

A TELEGRAM, published at Madrid from Sidi Bee Abbas, says that the tribes in the Sahara have proclaimed a holy war and that the French troops now assembled at Kreider are under orders for the Sahara.

THE tin figures for the Federated Malay States for the first three months of 1903 show an output of 192,053 piculs, paying a duty of \$2,503,309, as against 178,540 piculs, in the corresponding three months of 1902. The increase in output is 13,512 piculs (say 800 tons), and the increase in duty collected, \$799,613.

THE yearly report on the trade of the Straits Settlement for 1902 has been published. The total value of imports stood at \$362,934,818 against \$320,520,209 in 1901. Singapore accounted for \$280,516,661 against \$254,128,315 in 1901. The total exports came to \$314,034,935 against \$278,753,805 in 1901. Singapore rose to \$234,224,584 against \$213,108,826.

CONCERNING the complaint of American consumers as to the inferior grades of hemp shipped from the Philippines to the States, Commissioner Smith gives it as his warning that if the islands are to lose their sugar trade and their hemp trade, too, it will take many years to put them on a satisfactory financial basis.

A NEW York cable, dated 9th inst., says that a Trans-Pacific cable is being projected to connect Seattle, Washington, with Vladivostok, a seaport of Russia on the Japan sea. It is reported that some of the foremost capitalists of the United States are interested in the scheme and that there is no doubt that the enterprise will be carried through.

Watch for C. E. LeMunyon's locals in this paper in a few days.—Advt.

THE China Merchants' steamer *Hsinyu* took to Shanghai from Tientsin a princely party last Wednesday, en route to the Osaka Exhibition, consisting of the Mongol Prince of Altsin, 1st Order, and oldest and third sons of the enlightened Prince Su. Their Highnesses were accompanied by a suite of three officials of Taotai rank and two Imperial Guardsmen as escort.

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
L. Charles & Co. \$10
H. N. Cooper 10
E. W. Mitchell 10
W. S. Harrison 5
Lau-chu Pak 5

FINLEY Peter Dunne, author of *Mr. Dooley*, has just closed a contract with Harper & Bros., the publishers, that makes him the highest-salaried literary man in the country and perhaps in the world. Mr. Dunne is to receive a salary of \$40,000 a year and is to write exclusively for the one firm. His work is likely to include editorials for the Harper publications, as well as additions to the "Dooley" sketches and other efforts.

A COMPOSITOR of our evening contemporary was charged by Mr. T. H. Reid, before Mr. F. A. Hazledine this morning, with leaving his service without giving the necessary notice. Mr. T. Rutherford said that on Saturday the defendant was missing and did not return to his duty. The "comp." told the Magistrate that he had not been paid his wages and, besides, he was suffering from a sore foot at the time. A fine of \$25 or six weeks' was imposed.

Mr. Thio Tiau Siat, a Chinese millionaire, formerly of Penang, intends to give \$250,000 towards the support of the College of Peking, a new establishment in course of erection for the purpose of encouraging the mining and railway industries of the Chinese Empire. Mr. Thio Tiau Siat is head of many firms in Penang, Singapore, Hongkong, Sumatra, and was Consul for China at Singapore and Penang. He is the present Canton Director of the Canton and Hankow Railway and is also a great landed proprietor at these places. The son, Dr. Lim Bom Keng, M.D., of Singapore, has gone up to Peking in connection with the College. He recently passed through this Colony on the French mail.

CAPTAIN G. F. Morrison, of the s.s. *Powan*, has charged a native with deserting the vessel in the waters of the Colony on the 3rd April. Mr. Kemp adjourned the case.

A TELEGRAM, published at Madrid from Sidi Bee Abbas, says that the tribes in the Sahara have proclaimed a holy war and that the French troops now assembled at Kreider are under orders for the Sahara.

LOCAL sportsmen will be pleased to learn that, for the last two nights, the village of Chin Wan directly behind Cap-sui-moon and its neighbourhood, has been visited by tigers. Last night one of the farmers lost two young calves, and the bones were found on an adjacent hill. We wonder if the tiger has anything to do with the mythical "tiger of Castle Peak."

At Bangkok, on 4th inst., a bill collector named Chin Hock was charged with having, on 11th April last, received a cheque on the Hongkong and Shanghai Banking Corporation signed Th. Coleman and altering the figures 11 ticals thereon to 1,100 ticals. A second count charged him with uttering the forged cheque. He was found guilty and sentenced to three years' imprisonment with hard labour.

THE *Westminster Gazette* is informed that, at the instance of the British authorities, the Pekin Syndicate and British-Chinese Corporation have concluded an agreement to work jointly all their railway concessions north of the Yangtze, thus terminating a prolonged rivalry which hampered the Foreign Office in supporting British railway enterprise to the benefit of foreign competitors.

THE many friends of the Hon. S. W. Knaggs the private secretary of Sir William Robinson, Governor of Hongkong, in 1892, will be pleased to learn that, after long Colonial services in Trinidad he has been appointed Colonial Secretary of Barbados Islands. On the eve of his departure a dinner was tendered to him and amongst the distinguished company present were H.E. Sir A. Moloney, K.C.M.G., Governor of the island.

THE telegraphic service in Manchuria is controlled by the Russians and parties who have been sent to different districts to make investigations find it impossible to get their reports sent forward. It has been ascertained that most of the Russians have been withdrawn from Moukden and a portion of the force has been moved from Newchwang. No further news is to hand. An official despatch to the Tokio Government, however, states that Admiral Alexeff, Governor of Manchuria, issued a notification on the 26th ult. as follows:—The Russian force has been withdrawn from Shingking and Russian passports are no longer required by foreign travellers in the province.—*Kobe Herald*.

Keep track of C. E. LeMunyon's locals.—Advt.

THE *Sin Wan Pao* is informed by its Peking correspondent that in addition to the expenditures incurred during the recent Imperial trip which had been previously sanctioned by edict and in consequence would be defrayed by the Government and the sum of over Taels 600,000 for erecting the railway between Peking and the Western Mausolea, Viceroy Yuan Shikai had to borrow Taels 2,000,000 from foreign sources for preparing the Imperial cars, repairing and decorating the Imperial Rest Houses and putting the roads in proper condition, but this amount was all spent before the Court reached Paoingfu, in consequence the Viceroy had to borrow another Tls. 1,000,000. It is difficult to understand how the Viceroy is to render accounts to the Government for these large sums.

In an article on Chinese prophecies the *Shanghai Mercury* says, it would require volumes of commentary to explain, or rather attempt to explain, Chinese glances into the dim future. We will content ourselves with two instances which the Chinese regard as fulfilled or on the eve of fulfilment, "Iron trees shall bear flowers." This was fulfilled when the Shanghai Gas Co. erected its street-lamps! "Fear not though a herd of tigers should come from the south; but fear the chicken that comes from the North." The "tigers" are the 6 lions on the British Royal Standard and the "Chicken from the North" is quite plainly that seen on the Russian standard! Recent events will, to the impartial reader, amply corroborate the seer! The chicken has Manchuria already in its claw!

We note the arrival per the *Galle* yesterday from San Francisco of Dr. W. V. M. Kock, M.D., who, we understand, has accepted an appointment in this Colony. Dr. Kock was until recently Senior Assistant Surgeon of Trinidad, West Indies, and on the eve of his departure to the Far East, a presentation was made to him by the Hospital staff in the form of a beautiful travelling bag and a liquor set for travelling purposes. The gifts were handed to him by the Hon. J. A. de Wolf, M.D., Surgeon General, at the Colonial Hospital, where the reception took place in the Library room. Before making the presentation, Dr. de Wolf, in the course of a few remarks, said he was very glad of the opportunity to say in public what he had expressed to the Government—that during Dr. Kock's services in the Colonial Hospital and in various acting appointments which he had held from time to time, some of which entailed the greatest responsibilities, he had always discharged them with great ability and distinction. He felt that the doctor's departure was a distinct loss to the service, and in conclusion he expressed his hope that his friends and his friends' friends would be successful in their new sphere of life. An "at home" was subsequently held. There were present a large gathering, which included many notable persons of the Colony.

C. E. LeMunyon has an announcement to make to you very shortly; watch for it.—Advt.

TAOTAI Tsao Chin-achang, formerly of Tientsin Police Force, has been ordered by the Viceroy Yuan Shih-kai to proceed to Shanghai and Hankow to make report on the China Merchants' business at the Yangtze ports.

A PASSING tourist has asked us to inform him what is the meaning of hanging "a tub" on the masts of the various cargo junks in the harbour. For the benefit of the tourist, and of the public at large, we have been able to glean the following:—The presence of a tub, hoisted on the mast of a junk amongst the native seafaring fraternity, means calling for water; a bamboo rain coat signifies that a sailor is wanted; and a bamboo means coolies should go aboard.

FIRE IN ABERDEEN STREET.

About two o'clock this morning the Fire Brigade was summoned to No. 11, Aberdeen Street, where an outbreak of fire had occurred. Chief Inspector Baker, in charge of the Brigade, found the fire had got a hold on the ground floor of the building, which is a three-storied one, used as a tobacconist's and sweetmeat shop. Hoses were at once brought to bear on the flames, and in a very short space of time, the fire was checked. The first and second floors were uninjured. The loss is estimated to be from \$300 to \$400. The ground floor was partially gutted, and the goods damaged. The cause of the fire is said to be due to the heating of tobacco leaves, which ignited some wood shavings lying close by the stove. The premises were not insured.

INTERESTING VOYAGE OF THE E. & A. S. S. "EMPIRE."

PRESENTATION TO CAPT. MCARTHUR.

The following interesting report has been kindly forwarded to us by Captain P. T. Helms of the S.S. *Empire* on the recent trip from Australian ports to this Colony; the *Empire* arrived late Monday evening.

Left Sydney April 18th, called at Brisbane, Townsville and Cairns where a stay of 30 hours was made to enable passengers to visit the Barron Falls, one of the most beautiful sights in Queensland and situated 28 miles inland. Left Cairns April 24th. Called at Thursday Island, Cooktown and Port Darwin at latter place a corroboree, in which 300 Australian aborigines took part, was given for the benefit of visiting passengers, and all pronounced it most weird sight but, nevertheless, very interesting. Left Port Darwin to p.m. May 1st, called at Timor 3rd inst. and Manila in view of Capt. McArthur, being transferred to s.s. *Australia* in Manila. The night before arrival at that port the passengers tendered him a farewell concert, and in the course of the evening presented him with an illuminated address and a purse of sovereigns through the medium of the chairman, Mr. Davis, M.L.A., for Tasmania. Amongst the interesting sights afforded to the passengers was also Townsville in its wrecked condition after the recent cyclone which passed over there.

STEALING A MARCH.

VICEROY'S REPORTED ARRIVAL.

A rumour was current this morning among the Chinese community to the effect that the newly appointed Viceroy for the Two Kwang, H. E. Shum Tshun Huen, had arrived in Canton. He is supposed to have travelled and landed at Canton incognito. It is believed that the reason the Viceroy is pursuing this course is to steal a march over the various mandarins at Canton, so as to be able to discover for himself the methods and ways, the mandarins have of late adopted, regarding the governing of the various towns and prefectures. It will be interesting to know that when at Cheong Kong province, the Viceroy was in the city for over seven days before his presence was known. H. E. Chang Chih Tung pursued the same course when he was appointed Viceroy of the Two Kwang seventeen years ago.

CANTON NOTES.

(From Our Correspondent.)

CANTON, 12th May.

MR. AND MRS. BYWORTH. Mr. L. A. Byworth, the popular harbour master of Canton, in his projected absence from the port owing to the ill health of Mrs. Byworth, will receive sincere sympathy from his many friends in the cause of his forced departure. Mr. Byworth is one of the most popular men amongst the European population here and will be remembered by the shipping community for the many improvements he has made in the harbour of Canton during his tenure of office as Harbour Master. As tide-surveyor he was ever popular with the Customs staff, and always had a cheerful word for those having arduous duties or sickness. Mr. and Mrs. Byworth sail on the s.s. *Empress of China* on the 3rd of June next via Canadian Pacific route to England.

THE RECENT PROJECTED REBELLION. Tsin Tze Ming, the comrade of the German firm of Messrs. Pustau & Co., who was arrested by the Nam. Hoi for importing arms, stores, &c. supposed to be in connection with the projected rebellion in February last, and who has been imprisoned from that date, has been released owing to ill health. It will be remembered that Tsin Tze Ming was arrested when visited by the German Consul and Mr. Pustau.

FURTHER FIGHTING IN THE PHILIPPINES.

TEN FORTS TAKEN.

Manila papers, dated 7th inst., bring news of further engagements in the Philippines. The *Times* reports:—Captain Pershing's column encountered desperate opposition in the Taraca country on the east shore of Lake Lanao, Mindanao, and was forced to assault a series of ten strong forts. Eight of the strongholds were taken without serious loss, but it was necessary to assault the ninth and invest the tenth. Before the final redoubt had surrendered, 115 Moros had been killed and thirteen wounded. The American loss was two killed and seven wounded. The names of the American dead are not given in either the long special dispatch sent by the *Times* correspondent with Pershing's column, or the unofficial reports that reached Division Headquarters to-day.

NO FURTHER OPPOSITION IS EXPECTED. It is doubted that Pershing and his men will encounter any further opposition during the present movement, and the *Times* correspondent expresses the opinion that the campaign will settle the Moro question in the Lake Lanao country. Pershing's column moved north through the Maciu county and at first met with a very friendly reception. The Moros appeared in large numbers along the line of march and gave various manifestations of their friendship. It was not until Taraca was reached on the forenoon of May 4 that any trouble was encountered. There Pershing found ten forts occupied by a heavy force of Moros under the hostile Sultan Ampungano. Two of the forts commanded the Taraca river and were very strongly constructed. The other eight forts flanked them and were built in a manner that showed considerable military skill. The Moros had their flags of battle flying and were prepared for stout resistance.

STORMING THE MORO STRONGHOLDS. Pershing first brought his artillery into use and the first eight forts were taken without loss, or very serious trouble. He next directed attention to the large fort on the north side of the river and after shelling it for a time, Commodore C. A. M. 71st Infantry, commanded by Lieutenant Shaw and Gracie moved forward to take it by assault. This they did in a very brilliant manner charging over the walls of the enemy with inspiring courage and dash. They used volleys at first and then closed in with bayonet and clubbed rifles.

LAST FORT SURRENDERS WITHOUT EFFENCE.

It was night before the American troops were in complete possession of the fort, but despite that fact preparations were made at once to invest the last remaining fort. Pershing sent his Cavalry forward under cover of darkness with orders to surround the fort and hold its garrison until morning. The Cavalry executed the movement in a very creditable manner and within a short time had the fort entirely surrounded. During the night the cavalrymen poured an incessant fire into the stronghold and when daylight came it revealed a white flag flying above the battlements.

Pershing moved in and occupied the fort at 8 o'clock taking the surrender of Sultan Ampungano, several datus and twenty-nine prisoners. Several mines were at once dug in the fort and as soon as they were finished they were set off. The explosion was an enormous one and completely destroyed the fort.

HEAVIEST EXECUTION AT THE NINTH FORT. Most of the Moro dead were found in and around the ninth fort taken on the evening of the 4th. It was there that the hardest fighting had taken place and the American gunners and riflemen did deadly execution. On the entire field the American soldiers counted 115 dead and thirteen wounded. Twenty-three prisoners were also taken at the ninth fort so that Pershing has more than sixty prisoners in his possession. Thirty-six cannon, mostly of obsolete pattern, fifty-six rifles, and a large number of campbans, were found in the fort. They were filled with powder, plugged and blown up.

PERSHING PUSHING ON TO MALIBAO. Pershing's column left Taraca on the 5th for Malibao but it is doubted that it encountered any opposition. The *Times* correspondent writing on the morning of the 5th, after the last fort had been destroyed, expressed the opinion that if there was any further fighting it would be of the skirmish order. Pershing plans to thoroughly explore the country in the neighbourhood of Taraca and meet, as many of the people as possible, before he returns to Camp Vicars.

THE PLAGUE.

During the twenty-four hours ended at noon to-day 14 further cases of bubonic plague, making 594 since January 1st, were reported. Twelve of the cases were fatal.

SHIPPING AND MAILS.

MAILS DUE.

French (*Oceanic*) 17th inst.
Canadian (*Athenian*) 18th inst.
American (*Hongkong Mail*) 18th inst.
German (*Stuttgart*) 19th inst.
Indian (*Kunyang*) 22nd inst.
Canadian (*Empress of China*) 29th inst.

The Glen Line s.s. *Glenloch* left Singapore this morning and is due here 18th inst.

The China Commercial S. S. Co.'s s.s. *Atoll* arrived at Manzanillo yesterday, 12th inst., and was to sail for San Francisco to-day.

The C. P. R. Co.'s s.s. *Athenian* arrived at Nagasaki 7 a.m. 13th inst., and left again at 2 p.m.; same day for Shanghai where she is due at 3 p.m. 15th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Reuters.)

The Near East.

LONDON, 11th May.—Prince Ferdinand of Bulgaria has made a statement in Paris disclaiming responsibility for the Macedonian agitation and the Salonika outrages. He declared that the Bulgarians would not risk sharing the fate of the Greeks at Thessaly in the Turco-Greek war.

Attempted Bomb Outrage on an Atlantic Liner.

Just before the Commander of the *Umbria* left New York, the police seized a box containing 100 lbs. of dynamite with complicated machinery which was working. The box was delivered by Italians and it is supposed to be a Mafia plot to destroy the English liner.

The Near East.

There is a general consensus of opinion that the chief danger in the Balkans has arisen from the growing exasperation of Bulgaria and Turkey against each other.

Russia and Manchuria.

Lord Cranborne said that Russia in replying to the friendly communications of the American and British Governments, during the last few days, had intimated that she adheres to her engagements regarding the evacuation of Manchuria although the evacuation is temporarily delayed; that as no measures for excluding foreign Consuls or obstructing commerce or the use of ports is intended there is no reason for concerted action by Great Britain, the United States and Japan.

THE CANTON-FAISHAN RAILWAY DISTURBANCE.

In consequence of the recent trouble at Ching Yuen, near Canton, in connection with the Canton-Faishan railway, the following order has been issued by the provincial military commander of Canton:—

"Know all men, that it has come to my ears that the villagers of Ching Yuen have interfered with foreigners working on the Canton-Faishan railway on the 3rd day of the 4th moon of the year of Kwang Si, and hereby order and attach my seal that in future any one who interferes and tries to create trouble, will be summarily dealt with and severe punishment will be meted out. He put this. Given this 14th day 4th moon of Kwang Si at my Yuen, Canton.

TIENTSIN.

(From Our Own Correspondent.)

The air has naturally been slightly agitated by rumours of war and speculation on Russo-Japanese movements, and what was considered "a good joke" was circulated in the Club the other day, namely, that the Hongkong Authorities had bought up every ounce of coal in the Colony and the Russian fleet could procure none. Another version of the story substituted "a private supply" for "Colonial authorities," but the moral of the story remained the same, that the Russians could get no coal. A few of us saw something more than a joke in the story; a quite possible sinister object. We also heard that Russia in her turn had cleared up all the available fuel in Chefoo, but as this only amounted to some 30,000 tons it was not alarming.

As matters now stand it seems extremely likely that Russia will entirely crawl down on paper, and that her absolute withdrawal from demands (and Manchuria) will be announced in capital letters in the House. She will nevertheless not budge an inch save perhaps in the matter of Newchwang, and the Dual Alliance will be under the necessity of using force or figuring in the long list of Russia's "b.foiled."

Finances in the city, although there is much talk of reform, and the recent edict is supposed to comprehend much, are still at dead lock, and business remains paralyzed. The Viceroy sent a dispatch to the leading officials that native orders were formerly used in addition to bank notes in lieu of silver, and the method is approved by business men. But since the trouble owing to the scarcity of silver, when such orders are cashed discounts have been allowed, and unscrupulous persons have made profit therefrom. This discount went as far as 30% and in this way the native orders became discredited. It then issued notice stopping these orders, and this system of discount was thereby broken up. Now authorize these native orders to be used again, but neither discount or premium must be allowed, and all the departments must make this known to the merchants.

All this, of course, mere talk and does not affect the main fact of there being no silver. To relieve the people somewhat the Taxation Department, Tientsin, has issued a notice that "Small dealers passing, *likin* stations with goods of less than \$10 will be exempt from all charges."

3. No tax or duty shall be charged on any one conveying goods which are for his personal use.

4. Hereinafter the *likin* officer must take care that the men in his employ do not impose any illegal charges and defraud the people.

The city is being continually billed with official notices of this kind, but they do not appear to affect much. Squeezing is life as ever, though the Viceroy and his henchman Tong Taotai occasionally make a brilliant example by "discovering" a flagrant case. Just

ASK FOR ASAHI JAPANESE BEER—G. Ginnell.

now they have five policemen under arrest for extortionate charges made on Tong Taotai disguised as a merchant, and the Magistrates are trying to find an excuse for beholding the lot, Chinese law not making squeezing a capital offence.

Mr. Archibald Little has been holding a series of footbinding meetings here with very encouraging results. They have been well attended, and the anti-binding crusade seems to have taken hold here, as many native societies are springing up, and an enlightened interest is being shown.

S.S. "LOONGSANG IN COURT."

RESULT OF A FINE.

From the Manila *Times*, of the 8th May, we take the following clipping which should prove of interest to many readers:—

The legal contest over the attempt of Collector of Customs Shuster to impose a fine on the British s.s. *Loongsang* has been renewed and promises to furnish one of the most interesting legal battles ever waged in the local courts.

Collector Shuster has ignored the injunction issued against him by Judge Ambler of the Court of First Instance, and has begun proceedings in the Court of Customs Appeals for the recovery of the fine and the issuance of a writ against Judge Ambler and the defendants in the case.

DEFENDANTS RETALIATE WITH CONTEMPT PROCEEDINGS.

The defendants have retaliated with contempt proceedings against the Collector, and he has been cited to appear before Judge Sweeney at 8 o'clock, Monday morning, to show cause why he should not be punished for disobeying the mandate of the Court of First Instance.

The issue in the latter proceedings is the jurisdiction of the Court of First Instance over the Collector of Customs. The Collector takes the ground that he is outside of the jurisdiction of the court and on this presumption completely ignored the proceedings held in that court.

If it is finally shown that the Court of First Instance had jurisdiction, Collector Shuster will unquestionably be punished for contempt.

BRIEF HISTORY OF "LOONGSANG" CASE.

It will be remembered that several months ago Collector Shuster imposed a fine of \$200 on the *Loongsang* for the escape of a Chinaman from the vessel. The fine was arbitrarily imposed, it is alleged, on the mere report of certain Customs officials. The master and agents of the vessel refused to pay the fine and asked for an investigation. There was a formal inquiry at the Customs House and it developed the startling information that the Chinaman had escaped through the dishonesty of a Customs guard. It was shown that he had paid 10 pesos to be allowed his freedom.

Despite this fact the Collector insisted upon the payment of the fine and when it appeared that he would use his power and detain the vessel, Captain Weigall, the master, and Messrs. Smith, Bell & Co., the agents, appealed to the Court of First Instance, and secured a temporary restraining order directed against the Collector. Attorney General Wilkey took the ground that Collector Shuster had exceeded his powers and so advised him, and no appearance was made in the case. After the usual time the temporary order was made final, the case having been defaulted by the Collector.

COLLECTOR'S COMPLAINT IN COURT OF CUSTOMS APPEALS.

The complaint in the suit filed in the Court of Customs Appeals again Capt. G. S. Weigall, Messrs. Smith, Bell & Co., and the steamer *Loongsang*, after reciting the facts as to the escape of the Chinaman and the imposition of the fine of \$200, asks judgment against the defendants for the amount of the fine. The notice of the intention of the Collector to ask for a writ of prohibition is as follows:

"Take notice that on May 12, 1903, at 10 a.m., at the Court of Customs Appeals, I shall make application by petition to award a writ of prohibition against yourself and the Hon. B. S. Ambler, etc., to prevent your further proceedings before the said court and to inhibit you from attempting to enforce a certain pretended injunction, or an order in the nature of an injunction, or an order in the nature of an injunction, by you obtained, on or about the 5th day of March, 1903, or a like order by you obtained on or about April 1, 1903, by the said Judge B. S. Ambler, by means in the nature of contempt proceedings or any other form of proceedings whatever before the said court or any other court in the Philippine Islands."

DEFENDANTS FORESTALL PETITION WITH CONTEMPT PROCEEDINGS.

The defendants forestalled the somewhat sweeping petition for a writ of prohibition by moving at once in the contempt proceedings before the Court of First Instance and the notice to appear before Judge Sweeney was served on the Collector to-day. The defendants say that if a writ of prohibition of the character sought by the plaintiff is issued by the Court of Customs Appeals that they will not only be stopped from going to the Court of First Instance but will be prevented from defending the action commenced in the Court of Customs Appeals.

Messrs. Pillbury & Sutro are acting for Captain Weigall and Messrs. Smith, Bell & Co.

ACCIDENT AT URAGA DOCK.

"OLENBIEL" INJURED.

The *Japan Gas* learns that the British steamer *Olenbiel*, which was docked at Uraga on the 14th ult., for painting, suffered some damage through the caisson having given way and allowed a considerable volume of water to rush in, involving risk of sudden strain to the vessel as she lay exposed. The painting of the ship, which was to have been completed in two days, consequently took two days longer. Messrs. Jardine, Matheson & Co., the local agents of the steamer, are reported to be claiming damages from the Uraga Dockyard Co.

THE QUALITY OF MERCY.

THE QUALITY OF MERCY.

"The deceased, seeing a conviction was certain, unified her queue-string and hanged herself. The charge against her was, of course, withdrawn."—Daily Paper.

This queer little world in which we live, Much food to the thoughtful mind might give, And fill the heart with wonder. And yet we doubt if there could be found A marvel of mercy more profound, That the intellect staggers under!

A miscreant trapped in the law's firm fold, And fearing the future might little hold Beyond sure retribution, Escaped by means of a queue-string tied Around her neck, and the law defied; And stayed its execution.

Then Justice stern was in Mercy steeped, As into its eyes compassion leaped, And pardon it extended.

"The charge against her was withdrawn." They did not punish the body torn From which the soul had wended.

O Mercy, indeed, thou art not strained! How easily are thy ends attained When thus the case is fitted.

When death's release had come with morn, The charge against her was withdrawn, The prisoner was acquitted!

DOLLY.

THE FLOATING OF THE "VELASCO."

As mentioned in our columns last evening the *Velasco*, the second of the Spanish warships at Cavite to be raised by the Philippines Salvage Association, has been successfully floated.

Although this ship is not as large as the *Reina Cristina*, her reclamation from the slimy bottom of Bacoor Bay presented many difficulties, says an exchange. The bottom upon which she rested was of soft ooze and the rising and falling of the tide for five years had half buried her. This prevented divers from getting well under her bottom and ascertaining the exact cause of her foundering. Of course the *Velasco*, like all the Spanish wrecks, had been set on fire by her crew before she was scuttled, and her interior is a mass of ruined machinery and broken and twisted steel girders. She is one of the ships that Lieutenant Hobson declared to be not worth the raising.

Captain Garay, for the wrecking Company, has been working on her for just one week with his crew of Filipino divers, stopping all openings that could be reached and building false bulkheads of lumber and getting his big pumps into position. Of these pumps one is a large Worthington wrecking pump with a capacity of 40 tons of water per hour, or 2,000 gallons per minute, and two are centrifugal pumps with capacities of 1,600 and 1,800 gallons per minute respectively. The *Velasco* lay in Bacoor Bay about one and one-half cable-length from the Cavite Navy Yard. Her rail was awash at high tide and her funnel the only thing left standing. The upper deck is completely gone. No shot holes of any considerable size were found in her hull and it was believed that she had been sunk by her own crew, who had opened her bilge-cocks and main injection valve. This theory proved to be correct. The hull of the *Velasco* is little damaged and has been protected from corrosion by the heavy growth of barnacles, seaweed, etc., which has collected on it. Her interior is a tangle of broken and twisted machinery and remnants of partitions, decks and companion ways—the whole covered with a heavy deposit of mud.

GENERAL AVERAGE DEPOSITS

S.S. "VINDOBONA."

The *Times* of April 8th has the following paragraph:—

Considerable surprise is expressed at the deposit of 35 per cent, which has been collected from consignees of cargo by the Singapore agents of the Austrian-Lloyd steamer *Vindobona* as security for their contributions to General Average arising out of the fire which broke out last December in the course of a voyage from Kobe to Trieste. It appears that no information is obtainable as to the figures on which this heavy deposit is based, or in whose hands the money will remain pending the preparation of the General Average statement. There is much dissatisfaction with the excessive deposits which are from time to time levied in cases of this sort, especially if the money is not paid to a special trust account with a bank, and some of the leading steamship companies have, when circumstances permitted, accepted suitable guarantees instead of deposits in cash. The Austrian-Lloyd Company has so high a reputation in its dealings with merchants and underwriters that it will probably be found that the course of action complained of in the present case is attributable, not to the head-office, but to the local agents in Singapore. But, as many shipping companies are endeavouring to meet the convenience of merchants, and the underwriters of consignments, in the matter of general average deposits, it seems desirable that their agents in different parts of the world should be instructed to offer the same facilities that the head offices are willing to grant.

The Singapore *Free Press* understands that the local agents acted under instructions from Trieste in regard to the amount collected. As to the acceptance of a "guarantee" instead of a deposit in cash, it need only be said that the consignees concerned in Singapore were almost entirely native merchants. On the broader question of contributions to "general average" there is no doubt much inconvenience is caused to consignees by the long delay before a settlement is arrived at, and they are frequently out of their money for a considerable time till the adjustment is completed.

ECHO OF MANILA BOMBARDMENT.

ECHO OF MANILA BOMBARDMENT.

In the Singapore Supreme Court on 6th inst an action was opened between Sir, Lichauco, a Filipino, and the firm of Riley, Hargreaves and Company, Limited. The plaintiff, a merchant and navy contractor of Manila, claimed from the defendants damages for breach of contract, loss of profits arising through non-fulfilment of contract, repayment of a sum of \$5,166 with 8 per cent interest until the date of settlement or judgment and costs. It appeared that in the year 1897 plaintiff was a navy contractor in Manila and had a number of steam launches plying. He desired to extend the service and ordered four new launches from a Chinaman, and ordered the engines and boilers for them from Messrs. Riley Hargreaves through their Manila agents Galen and Fuster. These engines it was alleged were never delivered, and the plaintiff's claim in all probability amounts to a rough sum of about \$150,000. For two of the launches they claimed at the rate of \$40 each day, and for another at the rate of \$50 per day. Evidence as to the earning powers of the launches would be derived from a charter party, and from sums actually paid by the Quarter Master General of the American Army at Dagupan for the use of the larger launch, whenever it was possible to use it. The claims for the damages on the smaller launches were calculated from March 1, 1898, the date of contract delivery, to April 30, 1901. For the larger launch, which at one time was used by the American Government, they claimed at the rate of \$1,500 per month. The case involves a large amount of correspondence, and much evidence taken on commission in Manila, and is likely to last nearly a fortnight. It presents several features of interest in connection with the Spanish-American war.

MR. F. A. CARL AND

THE WORLD'S FAIR.

From the *World's Fair Bulletin*, for April, we take the following news:—

Minister Conger has advised the State Department of the appointment of Prince Pulum as the Chief Imperial Commissioner of China to the Louisiana Purchase Exposition, with Mr. Francis A. Carl and Mr. Huang K'ai-Chia as assistant commissioners. Prince Pulum is a nephew of the Emperor, a son of the latter's elder brother, and is a Pei Tsu, or prince of the fourth order. Mr. Huang K'ai-Chia was educated in the United States and speaks English fluently.

Mr. Carl, who is an American, is both the foster son and the son-in-law of Prof. John S. Collins, Principal of E-gene Field School in St. Louis. Mr. Carl was born in New Orleans, and became a member of Prof. Collins' family while still an infant. He received his education in Memphis, Tenn., and when twenty years of age entered the imperial customs service of China in Hunan, and for the last twenty years has continued in that service, being now stationed at Macao, about 40 miles from Hongkong. He spent several weeks in St. Louis a few years ago. Since the above was written, Mr. Carl has been appointed from Chefoo to the Statistical Department at Shanghai.

COMMERCIAL.

HEMP, SUGAR, & C.

Writing under date Manila, 30th ult., Messrs. Warner, Barnes & Co., Ltd., state:—

Hemp.—After closing our last, market became very firm with upward tendency and continued so for a few days, an unfavourable reaction however, due in part to rise in exchange, then set in and values receded. Some dealers took advantage of the improvement and disposed of a good part of their holdings which are now reduced to about 10,000 bales. Re-exports promise to be on the heavy side during the next fortnight, and it is possible that values will consequently recede still further.

Sugar: Manila.—Nominal, nothing offering. Taal.—No crop.

Oil.—Through a printer's error, undetected at the time, quotation for usual assortment appeared in our last circular as \$4 instead of \$5, though the sterling price was correct.

Market: since our last has been very quiet the only transactions we have heard of, having been the sales of 1,000 tons of No. 3 @ \$4.97 1/2 and 1,000 tons of usual assorted @ \$5.04, latter equal @ exchange 1/8 11/16 to 1/7, 10, odd per ton f. o. b. We think though that with firm offer a parcel could be picked up for slightly less.

Coffee: Nominal—at \$48 per picul.

Rice.—Arrivals have been rather heavy during the interval and, as demand is very slack prices have receded and sales have been made as low as \$6.68 per picul f. o. b. Estimates of the coming China crop are eagerly looked for, as prospects, if bright or otherwise, will affect accordingly price of Saigon grain for future delivery.

HEMP IN THE STATES.

MANILA EXPORTERS DISCUSS COMPLAINTS OF THE MANUFACTURERS.

A Manila *Times* reporter visited the heads of several leading business firms engaged in the exportation of hemp with a view to getting an expression of opinion from them on the cablegram from Colonel Edwards, Chief of the Bureau of Insular Affairs, to the Commission, regarding hemp and Secretary Smith's remarks thereon.

Most of the gentlemen interviewed seemed disinclined to talk, but all who were induced to say anything were agreed that a mistaken idea as to the methods of shippers here, was prevalent.

Mr. Jones of Messrs. Smith, Bell & Co. said:—

"I do not care to enter into a discussion of the hemp business and it would be necessary

to do so in order to speak intelligently on the subject of the alleged complaints. The hemp trade is a very complicated and difficult one and its different phases are so intimately related, one to another, that it would be necessary to explain the whole thing.

"In regard to the relations of the hemp exporters with the Commission I may say that some months ago the latter, by request, submitted recommendations as to what in their opinion should be done for the good of the industry; but, as far as I know, the Commission has not yet acted upon the matter."

"Is it true," he was asked, "that inferior grades of hemp have been shipped to the United States?"

"Now," said Mr. Jones, "to answer that question would mean a long explanation of what is really meant by 'inferior grades.' I do not think anyone not in the business understands the terms."

"Are the manufacturers of the United States getting poor grades at present, as is alleged?" was asked.

"You may depend upon it," said Mr. Jones, "that if they are the fault is not the shippers'. It is the producer who is to blame."

"Do you believe that the hemp trade of the islands is in danger?"

"Not a bit," said Mr. Jones, emphatically.

The head of another large exporting concern said:

"There seems to be a wide difference of opinion between certain people in the United States and exporters here as to the deterioration in the quality of hemp shipped to that country."

"The quality has deteriorated, then?" asked the reporter.

"Well," was the answer, "the quality of hemp shipped at present is quite as good as was that shipped four years ago, and people are still buying it. It is not true that exporters are shipping poor hemp to the United States under the mistaken impression that it sells better there than the finer grades."

"The best hemp produced in the islands is shipped to the United States, the bulk of it to New York and Boston. The inferior grades go to Europe."

"Shippers always buy the best—hemp obtainable for there is less risk and expense in handling it."

"Is it true," asked the reporter, "that there is more money to be made by exporters in good grades?"

"It is not true," was the reply. "The native prefers to produce the cheaper grades for he can get it out quickly and with little labour, while the production of good hemp requires time and care."

"The exporter, on the other hand, makes just as much profit on one grade as the other. Exporters who have been in the hemp business for forty or fifty years are familiar with what is wanted in the different markets, and we certainly are not going to ship inferior and unsaleable hemp to America when we know that the demand there calls for the best."

"Some months ago Commissioner Worcester called a meeting of leading hemp dealers and got our opinions and suggestions as to hemp. I suppose the Commission is considering them."

"My own opinion is that much of the present agitation of the subject is due to the fact that about five months ago the Navy Department in Washington made tenders to the leading hemp dealers here offering to buy a large quantity of hemp of a certain grade at a fixed price. Hemp of the grade required was unobtainable here at that time and none of the firms could consider the offer. An American, however, who had never been known in the hemp business here, submitted samples of a lower grade and offered to fill the order. The Navy Department approved his samples and bought his hemp which was quite as good as the sample shown, but was not the grade asked for at first, nor was it first-class hemp. I think that this incident has caused most of the complaints referred to by Colonel Edwards and that they probably originated in the Navy Yard."

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer 1/8 1/2
" Bank Bills, on demand 1/8 3/16
" Credits, 4 months' sight 1/8 1/2
" D'ments 4 months' sight 1/8 1/2
ON BERLIN, (demand) M. 1/2 1/2
ON PARIS, Bank Bills, on demand 2 1/16
" Credits, 4 months' sight 2 1/16
ON NEW YORK, Bank Bills, on demand 41
" Credits, 30 days' sight 41 1/2
ON BOMBAY, Telegraphic Transfer 125 1/2
" On demand 125 1/2
ON SHANGHAI, Telegraphic Transfer 7 1/2
" Private 30 days' sight nom.
ON YOKOHAMA, T.T. \$11 7/8
Sovereigns, Bank's Buying Rate \$11 7/8
Gold Leaf too touch, per tael nom.
Bar Silver 24 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Per chest.
MALWA NEW @ \$900/920
" LAST YEAR @ 950/980
" OLDEST @ 1,000/1,040
PATNA NEW @ 1,005
BENARES NEW @ 97 1/2
PERSIAN (PAFEE) Nominal

To-day's

Advertisements.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. Net \$3.00 per Cask ex Factory.

In Bags of 250 lbs. Net \$3.00 per Bag ex Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 13th May, 1903. 119

ASK FOR ASAHI JAPANESE BEER—G. Ginnell.

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To-day's Advertisements.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING OF THE MEMBERS OF THE HONGKONG GENERAL CHAMBER OF COMMERCE will be held on TUESDAY, the 19th May, 1903, at 3.30 P.M., at the CHAMBER ROOM, CITY HALL, for the following purposes:—

1. To receive the Report and Accounts for the year ended 31st December, 1902.
2. To pass the proposed New Rules and By-Laws.
3. To transact any other business in accordance with the terms of By-Law V.

By Order,

A. R. LOWE, Secretary.

Hongkong, 13th May, 1903. [578a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports on WEDNESDAY, the 20th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 13th May, 1903. [577b]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after the 15th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 13th May, 1903. [577c]

NOTICE.

THE LEAL SENADO DA CAMARA OF MACAO

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"ALCINOUS"	On 14th May.
GLASGOW and LIVERPOOL	"ANTENOR"	On 25th May.
GLASGOW and LIVERPOOL	"PELEUS"	On 1st June.
GLASGOW and LIVERPOOL	"HYSON"	On 12th June.
GLASGOW and LIVERPOOL	"YANGTZE"	On 4th June.
GLASGOW and LIVERPOOL	"OOPACK"	On 9th June.

S.S. "ALCINOUS" left Singapore 9th inst. and is due here 14th inst., p.m.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*LIVERPOOL via GENOA	"AGAMEMNON"	On 16th May.
LONDON	"PATROCLUS"	On 25th May.
LONDON	"CALCHAS"	On 4th June.
*LIVERPOOL via GENOA	"HYSON"	On 12th June.
MARSEILLES, LONDON and ABERDEEN	"ALCINOUS"	On 23rd June.
MARSEILLES, LONDON and ABERDEEN	"ANTENOR"	On 7th July.

S.S. "AGAMEMNON" left Shanghai on the morning of the 12th inst. and is due here 15th inst.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.		

S.S. "ACHILLES" from Seattle and Tacoma left Moji at daylight on the 9th inst. and is expected here 13th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th May, 1903.

[8]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"OHANGSHA"	14th May.
SHANGHAI	"FOOCHOW"	15th "
SHANGHAI	"YUNNAN"	16th "
CEBU and ILOILO	"KWEIYANG"	18th "
SAMARANG and SOERABAYA	"HANYANG"	18th "
MANILA	"SUNGKIANG"	20th "
MANILA	"TSINAN"	22nd "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"TSINAN"	22nd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—R.D.C. SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th May, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	Saturday, 16th May, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 23rd May, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 9th May, 1903.

[1203d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	May 22, 1903.
"INDRASAMHA"	5,197	R. P. Craven	June 14, "
"INDRAVELLI"	4,899	W. E. Craven	July 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

1266c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations	Steamers	Captains	Sailing Dates
FOR ANPING	"MAIDZURU MARU"	T. Saite	SATURDAY, 16th May.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 20th May.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 24th May.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

All passengers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 13th May, 1903.

T. ARIMA, Manager.

[1779c]

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st May, 1903. [35c]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.
Passage Fare, \$4 Single Journey.
Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHU ON S.S. CO., LTD.

Hongkong, 14th March, 1903. [322c]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG,"
Capt. Mason.
Departures from HONGKONG to MACAO, Daily, at 7.30 A.M. SUNDAY including. Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.
This Steamer is the fastest and has Superior Cabin Accommodation.FARES:
1st Class.....\$1.50
2nd ".....70
3rd ".....30
Further Particulars may be obtained at the Office of the
WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.
Hongkong, 9th May, 1903. [87c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"
Captain G. S. Weigall, will be despatched as above TO-MORROW, the 14th inst., at 4 P.M. This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 9th May, 1903. [570c]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSETTA MARU

N. Tate

3,876

Friday, 15th May, at 11 A.M.

ROHILLA MARU

E. P. Bishop

3,869

Friday, 22nd May, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 9th May, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIC,"

Captain Guigue, will be despatched for the above Ports on or about SATURDAY, the 16th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 12th May, 1903. [1004d]

FOR KOBE, NAGASAKI AND VLADIVOSTOK.

Calling at GENSAI.

THE Steamship

"SAVOIA,"

Captain Delmar, will be despatched for the above Ports on SUNDAY, the 24th inst., at Daylight.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 13th May, 1903. [576c]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL.

(With Liberty to call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.

1903.

About.

"SAGAMI,"

CHARLES TIBERGHIEN

15th June.

"MADUFF,"

10th July.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 11th May, 1903. [339d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 14th inst., at 11 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 11th May, 1903. [574c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain Courtney, will be despatched as above TO-MORROW, the 14th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 11th May, 1903. [561c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MORAVIA,"

Captain Gillhuber, will leave for the above places on MONDAY, the 18th inst., at P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Prinze's Buildings.

Hongkong, 9th May, 1903. [571c]

STEAMSHIP SERVICE TO NEW YORK VIA SUZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

THE "Shire" Line

S.S. "PEMBROKESHIRE"

will be despatched on or about MONDAY, the 18th inst.

The American Asiatic S.S. Co.'s "NORMAN ISLES,"

will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 11th May, 1903. [482c]

AMERICAN AND ORIENTAL TRANSPORT LINE.

STEAM FOR NEW YORK VIA SUZ CANAL.

THE Company's Steamship

"HEATHFORD,"

will be despatched on or about 25th May.

For Freight or Passage, apply to

ARNHOLD, KARBURG & Co., General Eastern Agents for China.

Hongkong, 29th April, 1903. [531c]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....\$ 2.85

One month.....7.20

Two months.....13.00

Three ".....20.00

Six ".....37.50

Twelve ".....73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....\$ per cent.

6 ".....10 "

12 ".....25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

Intimations.

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
59, Queen's Road, Central.
Hongkong, 28th November, 1902. [1299d]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

Shipping.

Arrivals.

Lothian, Br. s.s. 3,223, Williamson, 11th May, Yokohama 3rd May, Sugar.—D. & Co., Ltd.

Th. Ger. s.s. 934, Ohlerich, 12th May, Newchwang 5th May, Gen.—J. & Co.

Choyang, Br. s.s. 1,174, Lambie, 12th May, Shanghai 9th May, Gen.—J. & Co.

Loongmoon, Ger. s.s. 1,245, Schulz, 12th May, Shanghai 9th May, Gen.—S. & Co.

Frighav, Aust. s.s. 618, Randich, 12th May, Tourane 9th May, Gen.—S. W. & Co.

Hongkong, Fr. s.s. 742, Suzon, 12th May, Haiphong and Kwang-chau-wan 11th May, Gen.—A. R. M.

Lightning, Br. s.s. 2,122, Spence, 13th May, Calcutta 28th Apr, Penang and Singapore 7th May, Gen.—D. S. & Co., Ltd.

Shansi, Br. s.s. 1,219, Cunningham, 13th May, Hankow 8th May, Gen.—B. & S.

Hunan, Br. s.s. 1,143, Frasier, 13th May, Canton 12th May, Gen.—B. & S.

Yushun, Ch. s.s. 1,079, Pratt, 13th May, Canton 12th May, Gen.—C. M. S. N. Co.

Kansu, Br. s.s. 1,142, Bader, 13th May, Canton 12th May, Gen.—B. & S.

Victoria, Swe. s.s. 989, Hellberg, 13th May, Canton 12th May, Gen.—Chinese.

Rajput, Br. s.s. 3,165, Bullock, 13th May, Moji 7th May, Coals, J. M. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Alcinous	Singapore	B. & S.	May 14
Wakasa Maru	Shanghai	N. Y. K.	May 14
Changsha	Shanghai	P. & A. Co.	May 15
China	Shanghai	S. & Co.	May 15
Agamemnon	Shanghai	B. & S.	May 15
Moravia	Singapore	S. W. & Co.	May 15
Radnorshire	Singapore	S. T. & Co.	May 16
Aragonia	Singapore	S. & Co.	May 16
Nankai	Singapore	P. & O. Co.	May 16
Oceanic	Singapore	M. M.	May 17
Ipkong Maru	Japan	P. M. Co.	May 18
Athenian	Japan	C. P. R. Co.	May 18
Canton	Singapore	P. O. Co.	May 18
Glenn	Singapore	G. T. & C.	May 18
Statgart	Colon	M. & Co.	May 19
Kunming	Calcutta	J. M. & Co.	May 22
E. of China	Vancouver	C. P. R. Co.	May 29
Indrasamba	Pland, Or.P.	A. & Co.	June 3

Shipping Reports.

Str. *Loongmoon* from Shanghai—Light Nly wind, fine weather.

Str. *Choyang* from Shanghai—Light variable winds, smooth sea, and fine clear weather throughout.

Hongkong & Whampoa Dock Returns.

Vessels	At	Kowloon Dock
H.I.G.M.S. <i>Jaguar</i>	"	"
H.I.G.M.S. <i>Luchs</i>	"	"
Taiyab	"	"
Montana	"	"
Canton River	"	"
Singapore	"	"
Phra C. C. Kiao	"	"
Taichow	"	Cosmopolitan

Ships Passed The Canal.

Outward—15th April—*Moravia*, *Indraola*, *Rosella*, *C. F. R. L.*, *Tottenham*, *Radnorshire*. 17th April—*Macdon*, *Alcinous*, *Aragonia*. 21st April—*Glenn*, *Ernest Simons*, *Denham*. 28th April—*Indragawa*, *Redvers*, *Heck*. 1st May—*Bamberg*, *Trieste*, *Manila*. 5th May—*Roon*. 8th May—*Annam*, *Tamla*, *Mari*, *Badenia*.

Homeward—20th March—*Tantalus*. 15th April—*Shimosa*, *Vind-bona*. 17th April—*Ajax*. 21st April—*Canton*, *Bendloch*, *Nestor*, *Formosa*, *Oceanic*. 29th April—*Kintuck*, *Stuttgart*. 1st May—*Sydney*, *Andalusia*. 5th May—*Candia*, *Kamakura*, *Maru*. 8th May—*Oopack*, *Sachsen*, *Macduff*.

Arrivals at Home—3rd April—*Manuel*, *Lingua*. 6th April—*Ceylon*. 9th April—*Wurzburg*, *Preussen*. 15th April—*Pyrrhus*. 17th April—*Hakula*, *Maru*, *Diomed*. 21st April—*Dardanus*, *Austria*. 27th April—*Janca*. 28th April—*Gibraltar*, *Awa*, *Maru*, *Hamburg*. 1st May—*Glengyle*. 5th May—*Macdon*, *Sydney*. 8th May—*Prinz Heinrich*, *Malla*. 12th May—*Formosa*.

Post Office.

A Mail will close for:—

Canton—Per *Falkland*, 14th inst., 9.30 A.M.
Swatow, Amoy and Foochow—Per *Haitian*, 14th inst., 10 A.M.
Singapore, Penang, Calcutta—Per *Laisang*, 14th inst., 11 A.M.
Macao—Per *Heungshing*, 14th inst., 12.15 P.M.
Quang-chow-wan—Per *Chungkong*, 14th inst., 2 P.M.
Manila—Per *Loongsang*, 14th inst., 3 P.M.
Kumchuk and Samsui—Per *Tunghong*, 14th inst., 4 P.M.
Nantao—Per *Taitai*, 14th inst., 5 P.M.
Canton—Per *Powan*, 14th inst., 5 P.M.
Haiphong—Per *Hongkong*, 15th inst., 9 A.M.
Manila—Per *Rosetta*, 15th inst., 10 A.M.
Kobe—Per *Changsha*, 15th inst., 11 A.M.
Shanghai—Per *Foochow*, 15th inst., 4 P.M.
Swatow, Amoy and Ningpo—Per *Maiduru*, 15th inst., 4 P.M.
Manila—Per *Zafra*, 16th inst., 9 A.M.
Shanghai—Per *Yunnan*, 16th inst., 4 P.M.
Samarang and Sourabaya—Per *Hanyang*, 18th inst., 4 P.M.
Europe, &c., India, via *Tuticorin*—Per *Calcedonia*, 18th inst., 4.45 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle—Per *Iyo Maru*, 19th inst., 11 A.M.
Straits, Colombo and Bombay—Per *China*, 19th inst., 1 P.M.

Cebu, Iloilo—Per *Kwiyang*, 19th inst.

Manila—Per *Sunglung*, 20th inst., 3 P.M.
Manila, Thursday Island, Cook own, Cairns, Townsville, Brisbane, Sydney, Melbourne—Per *Tidman*, 22nd inst., 3 P.M.
Manila—Per *Rubi*, 23rd inst., 9 A.M.
Europe, &c., India, via *Tuticorin*—Per *Bengal*, 23rd inst., 11 A.M.
Europe, &c., India, via *Tuticorin*—Per *Zielen*, 27th inst., 10.30 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria, Vancouver, B.C.—Per *Athenian*, 27th inst., 11 A.M.

VISITORS AT THE HOTELS.

KING EDWARD.

Howard E. Shellin, Mr. and Mrs. Lacom, P. H. Lockhart, Lieut. and Mrs. Stephens, M. J. D. II. S. McLean, Dr. W. A. Vaughan, H. S. Nicholson, R. N. Comdr. Wason, Mr. and Mrs. Nugent, R. N. Comdr. R. C. W. Osborne, Mrs.

CONNAUGHT.

Bell, W. H. Loveland, J. L. Burnell, J. H. Lockhart, Lieut. and Mrs. Campbell, Lieut. J. R. Mrs. Colbert, P. D. Marston, Mrs. Dagnon, L. du Dea, L. F. Marston, L. Dempsey, W. A. Pope, W. H. Desmond, Mrs. Evans, Geo. E. Priddy, S. A. Fullaway, C. H. Ridgway, T. Hinchwood, H. Ridgway, Mrs. Heindel, Ray, L. W. Stodart, F. Houghton, R. Thomas, C. B. Humphreys, W. Thompson, Capt. T. Irving Spencer, R. Tyrrhite, T. Wrightson, Lieut. C. P. Leigh Phillips, W. J.

PEAK.

Allison, A. Hubbe, F. Barnett, Dr. Jeffries, H. U. Benson, Andrew King, R. H. Benson, A. D. Major Macdon, Wm. D.B.S. and Mrs. H. G. McDermott, A. P. B. Berkley, H. Mitchell, Robert Berner, Gilbert Norris, R.N., Surgeon Brabazon, Ralph A. H. L. Philpot, Leonard D. Brent, H. A. W. Pollock, K.C., H. E. Brusse, George Reid, T. H. Carre, Arthur R. Rumsey, R.N., Hon. R. Chapman, Mr. & Mrs. Murray Sawyer, Mrs. W. E. Dominch, W. Sharp, Ed. French, A.S.C., Major Scott, Charles R. Fuchs, A. Sinclair, A. C. A. Smith, Carl W. Fuchs, A. Spackhaver, W. O. C. Gibson, Dr. Robert Tattara, Mr. and Mrs. Grant, G. C. Lindsay Tug Nob. Hogg, Geo. Thomson, O. D. Hamilton, Maj. A. E. Wenborn, S. T.

CRAIGIEBURN.

Gaskell, Mr. and Mrs. Lambelle, Lieut. and Mrs. Harvey, Lieut. and Mrs. F. W. Mrs. J. S. Parker, Capt. and Mrs. Helms, W.

KOWLOON.

Courage, G. M. Jewell, Mrs. F. F. Corning, Mr. and Mrs. Marshall, Mr. and Mrs. D. W. Geo. Nobbs, A. P. R. W. Dyerland, L. G. R. W. Hercock, Mr. and Mrs. Pope, H. A. E. Twonell, Mr. and Mrs. Jewell, Frank F. E. M.

OCCIDENTAL.

Bamsey, Mr. and Mrs. Loper, Senior and family Pearce, T. Beyer, Hans. Roberts, W. G. Gaskin, R. H. Sheldon, Elliot. Gerard, Capt. Smith, John C. Hickman, Jos. Vanderpool, Mrs. Hurst, F. W. Wendover, Samuel Key, Dr. Williams, D.

HONGKONG.

Antoni, A. S. Joseph, Mr. and Mrs. Barrett, H. Judge, Miss Koch, Dr. & Mrs. Barrett, E. G. Begley, H. T. Bissell, E. V. Black, Miss and Mrs. Boggan, Mr. & Mrs. R. McLean, Mrs. maid & 2 children Bonner, A. E. McLean, Mrs. M. M. Borthwick, Mrs. Moore, D. G. Boutinon, L. Mortier, St. F. Brown, W. S. Murphy, Mr. and Mrs. E. O. Musket, Miss Ollis, Mr. and Mrs. and nurse Page, W. L. Parfitt, W. C. Douglas, Capt. & Mrs. Parker, R. W. Potts, W. H. Putman, F. Rankin, J. Reid, H. J. Roosevelt, H. L. Sales, Miss De. Skott, C. Stomerville, G. Thomas, J. A. Thomson, Dr. J. C. Watkins, C. A. Whitton, Mrs. A. M. Willson, H. Woodward, Mrs. J. E. Woolmer, Mr. & Mrs. Jameson, Mrs.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory—
On the 13th at 11.25 a.m. The barometer has fallen considerably over the E. coast of China, Japan and the Loochoos owing to the depression, which passed out to sea to the S. of Shanghai during the night and is now moving towards the SW. coast of Japan. SW. winds changing to NE. and freshening in the Formosa Channel. Moderate SW. winds over the N. part of the China Sea. Forecast:—SW. to NW. winds, moderate or fresh; squally, thunderstorms.

YESTERDAY'S WEATHER REPORT.

On date at 4 P.M.
Barometer 29.94 29.81
Temperature 78 81
Humidity 89 77
Rainfall 0.19

CHINA COAST—METEOROLOGICAL REGISTER.

May 12th, 1903, a.m.	Bar.	Th.	Hu.	Wind	Wv.
Wladivostok	a.m. 29.81	47	99	S	2 li
Nemuro	a.m. 30.24	—	—	S	8
Hakodate	" 30.21	—	—	SE	0
Tokio	" 30.30	—	—	—	0
Kochi	" 30.23	—	—	—	0
Nagasaki	" 30.19	—	—	SE	4
Kagoshima	" 30.19	—	—	E	4
Oshima	" 30.08	—	—	E	6
Naha	" 30.01	—	—	—	0
Ishigakijima	" 29.97	—	—	E	6
Tahoku	a.m. 29.93	—	—	—	0
Taihu	" 29.93	—	—	—	0
Koshun	" 29.93	—	—	NE	4
Pescadores	" 29.94	—	—	—	0
Weihaiwei	a.m. —	—	—	—	0
Gutaihai	" 30.00	62	100	SE	3 fr
Sharp Peak	" 29.90	70	91	E	1 or
Amoy	a.m. 29.96	75	86	ESE	1 0
Swatow	a.m. —	—	—	—	0
Canton	" 29.94	78	89	—	0 c
Hongkong	10 a.m. 29.94	78	89	—	0 c
Victoria Peak	" 29.94	—	—	SSW	2
Gap Rock	" 29.94	—	—	SSE	1
Macao	" 29.93	77	—	SE	1 c
Haiphong	" 29.96	90	60	W	1 c
Male	" 29.96	90	60	W	1 c
Bacolod	" 29.96	87	—	—	0 b
Iloilo	" 29.96	87	—	NE	0 b
Cebu	" 29.94	87	—	N	2 b
C. St. James	10 a.m. —	—	—	—	—

WEATHER-FORECASTS AND

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not imply that bad weather is expected here—

A DRUM indicates a typhoon to the Eastward of the Colony, (i.e., in the East quadrant, N.E. to S.E.)

A BALL indicates a typhoon to the Westward of the Colony, (i.e., in the West quadrant, S.W. to N.W.)

A CONE Point Upwards indicates a typhoon to the Northward of the Colony, (i.e., in the North quadrant, N.W. to N.E.)

A CONE Point Downwards indicates a typhoon to the Southward of the Colony, (i.e., in the South quadrant, S.E. to S.W.)

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the *Typhoon Gun* placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Office of the Wharf & Godown Company, Kowloon.

WEATHER-FORECASTS AND STORM-

WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL

REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIGG,

Acting Director.

Hongkong Observatory, 24th July, 1902.

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS
BANKS.			
Hongkong & Shanghai Banking Corporation	\$ 125	Div. of £1.10/- and bonus of 10/- @ 1/7 = \$25.26 for half-year ending 31/12/1902.	\$670 s.
National Bank of China, Ltd.	£ 8	3/11 on A. shares for 1902	\$25 b.
Do. Founders	£ 1	\$1.96 on B. shares for 1902	\$128 b.
		None on Founder shares	\$10
MARINE INSURANCES.			
Union In. Society of Cton, Ltd.	\$ 100	60 per cent = \$30 per share for 1901	\$330 s.
China Traders In. Co., Ltd.	\$ 25	16 2/3% = \$1 for year ended 30/4/1902	\$20 b.
North China In. Co., Ltd.	\$ 25	Interim of £1 for 1902	Tls. 200 ex d.
Yangtze In. Association, Ltd.	\$ 60	20% = \$12 for 1901	\$128 b.
Canton In. Office, Ltd.	\$ 50	28 2/3% = \$14 per share for 1901	\$167 1/2 b.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1901	\$110 b.
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$83 1/2 sa.
SHIPPING.			
Hongkong, Canton, & Macao S. B. Co., Ltd.	\$ 15	\$1 1/4 for half-year ending 31/12/1902	\$37 1/2 b.
Indo-China S. N. Co., Ltd.	£ 10	Fin. of 12/- making £ 1 per share for 1901	\$106 s.
China & Manila S.S. Co., Ltd.	\$ 50	10% for 1900	\$26 sa.
Douglas S. S. Co., Ltd.	\$ 50	Div. of \$3 per share for year ended 30/6/1902	\$41 s.
"Star" Ferry Co., Ltd.	\$ 10	\$1.20 = 12% for year ending 30/4/02	\$27 1/2 s.
"Shell" Transport & Trading Co., Ltd.	£ 1	2nd Interim of 9d. making 2/- for 1901	£1 6 1/2 b.
Shanghai Tug Boat Co., Ltd.	Tls. 100	Final of 7% making 20% for 1902	Tls. 330 b.
Taku Tug & Lighter Co., Ltd.	Tls. 50	Final of 7% making 7% for the year	Tls. 47 s.
Shanghai Cargo B. Co., Ltd.	Tls. 100	Final of 7% making 13% for 1902	Tls. 165 sa.
Co-operative Cargo B. Co., Ltd.	Tls. 100	Final of 7% making 13% for 1902	Tls. 165 sa.
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$109 s.
Luxon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$124
Perak Sugar Cultivation Co., Ltd.	Tls. 50	Fin. of 7% making 12% for the year	Tls. 70
MINING.			
Punjom Mining Co., Ltd.	\$ 11	None	\$3
Punjom Mining Preference Shares	\$ 1	None	35 cts. b.
Société Française des Charbonnages du Tonkin	Fr. 250	Int. of Frs. 30 per share for 1901	\$600
Jebeba Mining & Trading Co., Ltd.	\$ 5	5% for 4-year end. 31/7/94 (Coupon 9)	\$14 s.
Raub Australian Gold Mining Co., Ltd.	£ 10.18.10	No. 12 of 1/- per share	\$10 b.
Chinese Engineering & Mining Co., Ltd.	£ 1	7 1/2% = 1/6 per share (Coupon No. 1)	Tls. 7 1/2 s.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	Div. of 10% & bonus of 2% for half-year ending 31/12/02	\$216 s.
S. C. Faraham, Boyd & Co., Ltd.	Tls. 100	Interim of Tls. 7	Tls. 187 1/2 s.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Final of \$2 1/4 making \$4 1/4 for 1902	\$91 s.
New Amoy Dock Co., Ltd.	\$ 60	\$2 1/4 for 1901	\$40 b.
Shanghai & Hongkong Wharf & Godown Co., Ltd.	Tls. 100	Final of Tls. 12 making Tls. 18 for 1902	Tls. 297 1/2 s.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8% = 80 cents per share for 1902	\$10 s.
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Final of \$6 making \$12 for 1902	\$171 s.
K'loon Land & Building Co., Ltd.	\$ 30	\$2.30 per share for 1902	\$40 s.
West Point Building Co., Ltd.	\$ 50	Final of \$1.60 making \$3 for 1902	\$51 b.
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for 2nd 4-year making \$12 for 1902	\$145 b.
Oriente Hotel Co., Ltd. (Manila)	\$ 50	8% = \$4 for 4-year ending 31.12.1900	\$30
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	15% for half-year ending 31.12.01	\$39 b.
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	First year	Tls. 17 sa.
Queen's Hotel (Wei-hai-wei)	Tls. 25	First year	Tls. 25
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$12 1/2 b.
Shai Land Investment Co., Ltd.	Tls. 50	Final of 6% making 12% for 1902	Tls. 112 s.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 10	Interim of 40 cents per share	\$16 b.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	3% for period ended 31.10.97	Tls. 39 s.
International Cotton Manufacturing Co., Ltd.	Tls. 100	Interim of 3% on account of 1898	Tls. 39 s.
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4% on acct. of 1898	Tls. 45 s.
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4% for period ended 31.12.00	Tls. 160
CIGAR AND TOBACCO COMPANIES.			
Albmarla, Ltd.	\$ 500	25% for year ending 30.6.1900	\$350 s.
Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$18
Shanghai Sumatra Tobacco Co., Ltd.	Tls. 20	Final of Tls. 2.60 making Tls. 28.60 for the year	Tls. 60 s.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12% = \$1.20 per share for 1902	\$13 1/2 b.
China-Borneo Co., Ltd.	\$ 12	First year	\$17 1/2 s.
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5% for 1902	\$15 1/2 s.
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$7 1/2 s.
Hongkong Electric Co., Ltd.	\$ 10	80 cents for year ending 30.4.1902	\$14 s.
Hongkong Electric Co., Ltd.	\$ 5	40 cents for year ending 30.4.1902	\$

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R. G. HECKFORD,
MANAGER.

May 6th.